

United States Department of the Interior  
National Park Service

NATIONAL REGISTER  
LISTED

JAN 22 2009

## National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A) Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

Historic name Wilson Pratt Truss Bridge

Other name/site number 21-HT-1; KSHS Inventory # 041-0000-0169

### 2. Location

Street & number 2.9 miles W of Rain Road on 3200 Avenue

☐ not for publication

City or town Chapman

☒ vicinity

State Kansas

Code KS

County Dickinson

Code 041

Zip code 67431

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Patrick Zollner

12-8-08

Patrick Zollner, Deputy State Historic Preservation Officer  
Kansas State Historical Society

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting official /Title

Date

State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is

Signature of the Keeper

Date of Action

☐ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the National Register

☐ See continuation sheet.

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other, (explain:)

Wilson Pratt Truss Bridge  
Name of Property

Dickinson County, Kansas  
County and State

### 5. Classification

#### Ownership of Property

(Check as many boxes as apply)

- ☐ private  
☒ public-local  
☐ public-State  
☐ public-Federal

#### Category of Property

(Check only one box)

- ☐ building(s)  
☐ district  
☐ site  
☒ structure  
☐ object

#### Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	total

#### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

#### Number of contributing resources previously listed in the National Register

Metal Truss Bridges in Kansas

0

### 6. Function or Use

#### Historic Functions

(Enter Categories from instructions)

Transportation: Road-related (vehicular)

#### Current Functions

(Enter categories from instructions)

Transportation: Road-related (vehicular)

### 7. Description

#### Architectural Classification

(Enter categories from instructions)

Other: Pratt Truss

#### Materials

(Enter categories from instructions)

Foundation: Concrete, wood

Walls:

Roof:

Other: Metal: Iron, steel

#### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Wilson Pratt Truss Bridge

Name of Property

Dickinson County, Kansas

County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

### Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

### Period of Significance

1904

### Significant Dates

1904

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Canton Bridge Company, Canton, Ohio

## 9. Major Bibliographical References

### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey  
# \_\_\_\_\_
- ☐ recorded by Historic American Engineering  
Record # \_\_\_\_\_

### Primary location of additional data:

- ☒ State Historic Preservation Office
- ☒ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

Dickinson County

Wilson Pratt Truss Bridge  
Name of Property

Dickinson County, Kansas  
County and State

## 10. Geographical Data

Acreeage of Property Less than 1 acre

### UTM References

(Place additional UTM references on a continuation sheet.)

1	1	4	6	6	6	7	8	0	4	3	2	5	0	5	0
Zone			Easting						Northing						
2															

3															
Zone			Easting						Northing						
4															

☒ See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

Name/title Clark Duffy, B.S., M.A.  
Organization South property owner Date 28 August 2008  
Street & number 1501 S.W. Boswell Ave. Telephone 785 220 9808  
City or town Topeka State Kansas Zip code 66604

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

##### Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

##### Photographs

Representative black and white photographs of the property.

##### Additional items

(Check with SHPO or FPO for any additional items)

## Property Owner

Name Dickinson County c/o Commissioner Sheila Biggs  
Street & number DK County Courthouse, P.O. Box 248 Telephone 785-263-3093  
City or town Abilene State Kansas Zip code 67410

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section Number 7 Page 1

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

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**NARRATIVE DESCRIPTION**

The Historic Pratt Truss Bridge over Chapman Creek near Sutphen Mill, commonly known as the Wilson Bridge is located .7 miles north and .9 miles west of Sutphen Mill, Dickinson County, Kansas, on the east-west line between the SE ¼ of Section 27, Township 11S, Range 3E and the NW ¼ of Section 35, Township 12S, Range 3E in Dickinson County, Kansas. The surrounding area is defined by cultivated fields and rolling prairie hills interrupted by deep, tree-lined creek valleys and rocky bluffs. The Wilson Bridge carries 3200 Avenue across Chapman Creek, the longest stream in the county next to the Smoky Hill River. The entire length of the creek is nearly 75 miles. It takes its rise in Cloud County and enters Dickinson County at Industry on the northern boundary line of the county. Its course is southeast running across the western portion of Sherman Township across 3200 Avenue, through Sutphen Mill until it unites with the waters of the Smoky Hill River at Chapman.<sup>1</sup>

**Truss Type**

The Wilson Pratt Truss Bridge consists of a single span, pin-connected through truss (also referred to as a high truss) that measures 90 feet in length and a flat girder approach span at each end. The east approach span measures 30 feet in length and the west approach span 45 feet in length. The total length is 165 feet. Timber abutments retain the approach embankments and concrete-filled sheet metal columns form the piers that support the truss bearings.

The inclined end posts rise from the bearings and meet the horizontal top chords to form a trapezoidal shape. The top chords and inclined end posts are composed of two channels, a cover plate, and lacing bars. The bottom chords consist of paired, flat eye bars.

The web members consist of vertical posts that form five equivalent panels and diagonal ties that intersect within the central panel. Angle stock and lacing bars compose the vertical posts. Flat eye bars and tension rods compose the diagonal ties.

A system of intersecting angle stock forms the portal and upper sway struts that connect the top chords at each vertical post, leaving a vehicular clearance of 13 feet. Upper lateral bracing rods intersect diagonally between the top chords and sway struts.

The timber deck is 15.7 feet wide and rises 16 feet above the creek bed on steel I-beam stringers. Floor beams located at the base of each vertical web member are connected by lower lateral bracing rods.

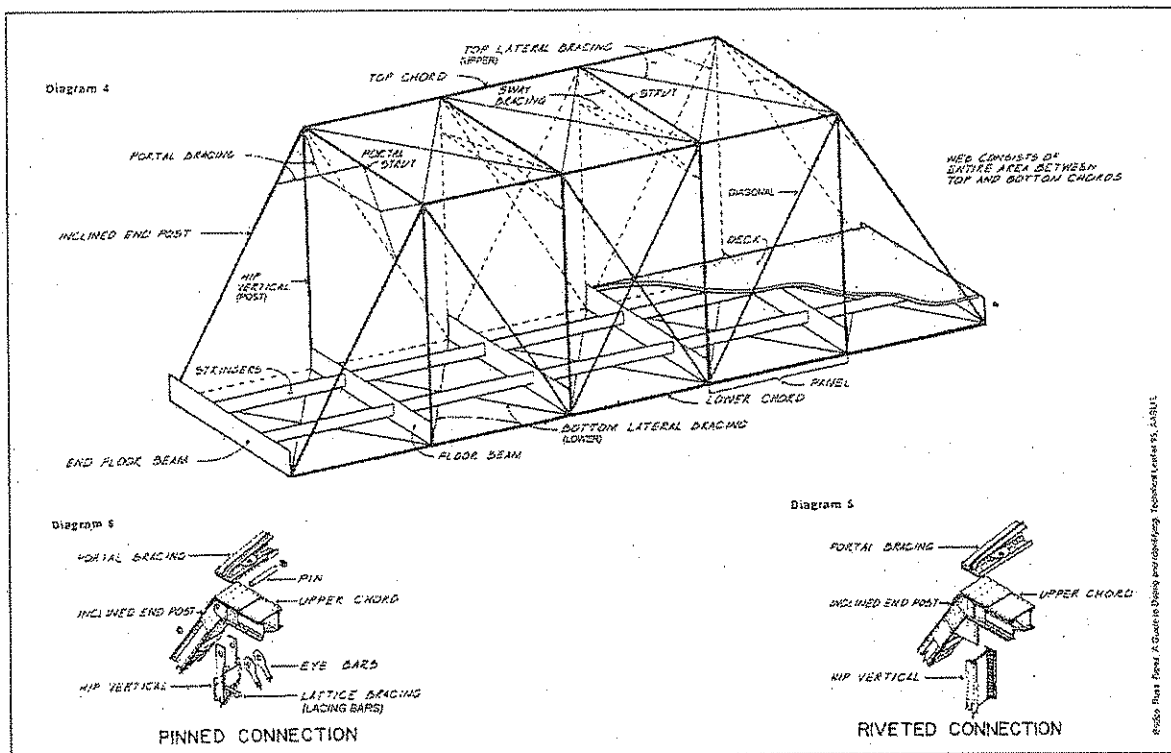
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<sup>1</sup>William G. Cutler, *History of the State of Kansas: Dickinson County*, (Chicago: A.T. Andreas, 1883).

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection Number 7 Page 2Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS**Integrity**

The Wilson Bridge is an excellent example of a Pratt truss bridge, historically the most popular in Kansas.<sup>2</sup> It retains a high degree of integrity, with no apparent alterations to the original design or materials. The original workmanship, materials, design, setting, and feeling of the property are readily apparent. Furthermore, the potential for preservation of the bridge is high. Located on a lightly traveled dirt road, it is unlikely that traffic requirements will necessitate alteration or replacement. However, closure and demolition is a strong possibility. A March 2007 bridge inspection yielded the following scores<sup>3</sup>:

Deck condition rating: Poor (4 out of 9)  
Superstructure condition rating: Poor (4 out of 9)  
Substructure condition rating: Fair (5 out of 9)  
Appraisal: Structurally deficient  
Sufficiency rating: 16.2 (out of 100)  
Average daily traffic (as of 2002): 5

**Truss Terminology**

<sup>2</sup> Larry Jochims, *Metal Truss Bridges in Kansas 1861-1939, National Register of Historic Places Multiple Property Documentation Form*, (Topeka: Kansas State Historical Society, 1989), E-1. Jochims stated there were approximately 262 extant Pratt trusses in Kansas at that time. See also: Dale Nimz, *Activity III Review Initial Assessment Metal Truss Bridges*, (Topeka: Kansas State Historical Society, 1998), 6. Nimz stated there were approximately 800 extant Pratt trusses in Kansas.

<sup>3</sup> James Baughn, ed., <http://bridgehunter.com/ks/dickinson/210849004300/>

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section Number 8 Page 3

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

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STATEMENT OF SIGNIFICANCE<sup>4</sup>

The Wilson Pratt Truss Bridge (1904) is significant under National Register Criterion C in the areas of engineering and transportation. As defined by the Multiple Property Documentation Form *Metal Truss Bridges in Kansas*, it is an excellent example of the Pratt truss bridge. Built in 1904, the Wilson Pratt Truss Bridge is the oldest bridge in Dickinson County and the third oldest Pratt truss bridge in Kansas.<sup>5</sup> The bridge represents a common bridge solution applied to a relatively long span. Its pin-connected structure, timber deck and abutments, coupled with concrete-filled sheet metal piers illustrate the technological transitions that took place during the period of significance.

Elaboration

The need for all-weather crossings of rivers and streams corresponded to the growth of the market economy across Kansas during the late nineteenth and early twentieth centuries. Bridges provided farmers easy access to markets and could make the difference between growth and stagnation for the many small, young communities across the state.<sup>6</sup> Proximity to a bridge often secured a town's economic stability, and it contributed to a local sense of modernity.

Prior to the 1930s, the railroad was the primary means of long-distance travel and there was little need for roads to extend more than a few dozen miles. With little stimulus for improving roads that would cross multiple jurisdictions, road construction and maintenance remained local concerns. County commissioners often carried the burden of selecting bridge locations, over which much contention was common.

The range of choices for bridge designs and companies was vast. Many of the larger bridge companies sold metal truss bridges through mail order catalogues. County commissioners could simply specify the span, clearance needs, and truss type (if there was a preference), then choose the lowest bidder from the numerous competing companies that had salesmen in the field.

By the late nineteenth century, fabrication of iron and steel was widespread. The speed of construction and the relatively low cost of metal truss bridge parts ensured their popularity over labor-intensive masonry bridges and short-lived timber bridges. Toward the end of the nineteenth century the quality,

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<sup>4</sup> The author wishes to credit the National Register nomination for the Chapman Creek Pratt Truss Bridge (2003), which features the same design and builder as the Wilson Bridge. The Chapman Creek Pratt Truss Bridge dates to 1905, was constructed by the Canton Bridge Company, and reflects the same Pratt truss design. It is less than 2 miles from the Wilson Bridge, and is scheduled to be demolished in the coming months. These two bridges served the same community and share very similar histories. Kerry Davis and Elizabeth Rosin, *Chapman Creek Pratt Truss Bridge National Register of Historic Places Registration Form* (Topeka: Kansas State Historical Society, 2003).

<sup>5</sup> James Baughn, ed., *U. S. Historic Bridges* [information on-line]; available from <http://bridgehunter.com/ks/>.

<sup>6</sup> Jochims, E.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

Section Number 8 Page 4

quaintly, and cost of steel improved to a degree that it virtually replaced wrought iron for bridge construction by 1910.<sup>7</sup>

Most metal trusses were constructed of built-up members composed of mass-produced, standard-shaped channel, plate, and angle stock purchased from one or more of the numerous steel companies nationwide. The bridge companies preassembled trusses in their factories then simply shipped them to the bridge site for installation. Installation involved grading approaches, constructing abutments and piers, erecting preassembled floor and truss members, and placing decking material.

Before 1900, generally all panel point connections – the locations at which structural bridge elements intersect – were made with the use of a pin. This technique was so widespread that it became one of the distinctive features of American bridge construction in the nineteenth century.<sup>8</sup> The pin-connected construction of the Wilson Bridge illustrates the standardization of this technique. However, subsequent advancements in pneumatic riveting techniques greatly improved rivet installation quality, enabling more reliable panel point connections. With the increased portability of this construction technology, the more reliable riveting technique rapidly surpassed pin-connected bridge construction during the first years of the twentieth century.

In addition, the contemporary development of economic cement production promoted the widespread combination of steel and concrete in bridge construction. It was not uncommon for older metal truss bridges to receive new reinforced concrete decks or poured concrete reinforcements for older stone abutments. By the 1920s reinforced concrete was the standard material for abutments, piers, and decks of steel truss bridges. The combination of timber abutments and concrete filled sheet metal piers found on the Wilson Bridge illustrates the transition in construction technology that occurred during the period of significance.

The Wilson Pratt Truss Bridge is a classic example of the Pratt truss design. Patented in 1844, the Pratt truss incorporates vertical members in compression and diagonal members in tension, a design that reduces the required length of compression members, helping to prevent bending or buckling.<sup>9</sup> The Pratt truss became the most common bridge type of the late nineteenth and early twentieth centuries and spawned numerous variations including Parker, Camelback, Baltimore, Truss Leg Bedstead, Lenticular, and Pennsylvania trusses.<sup>10</sup>

<sup>7</sup> Jochims, F.

<sup>8</sup> Ibid, F.

<sup>9</sup> T. Allan Comp and Donald Jackson, *Bridge Truss Types: A Guide to Dating and Identifying*, (Nashville, Tennessee: American Association for State and Local History, technical Leaflet 95), 8.

<sup>10</sup> Ibid, 8.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section Number 8 Page 5

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

In Kansas, Pratt truss bridges were constructed well into the twentieth century, suggesting the appeal of the design's strength and economical construction costs.<sup>11</sup> In 1998, approximately 800 Pratt truss bridges existed throughout the state of Kansas.<sup>12</sup>

**Local Historic Context and Structure History**

The first settlement that took place within Dickinson County, of which there is any authenticated account, took place on Chapman Creek in 1855 by a family named Lenon. At the time the county was organized in 1857, there were no more than half a dozen families in the county. The first prairie broken in the county for farming purposes was on the Lenon claim along Chapman Creek in 1857. In 1858 several newcomers arrived including John Irwin, the Prichard brothers, and G.W. Freeman settling along Chapman Creek. At the time, few thought of settling on the upland prairie, with new arrivals seeking the bottom lands in the valleys of the creeks and streams for the double purpose of securing better land and being close to timber. The early settlers that did break ground found no difficulty in raising grain, the great trouble arose in finding a market for it and a mill to grind it.<sup>13</sup>

By early March 1859, William H. Russell and John S. Jones had settled at Leavenworth as the starting point for their Leavenworth and Pikes Peak Express route to the goldfields in Colorado. They had also decided on a road along the divide between the Smoky Hill River and the Republican River. They started out with a wagon and had no trouble with it until after they left the established road at Junction City on March 19, 1859. Here they turned north and west at Chapman Creek keeping to the divide between the Smoky Hill and Republican Rivers. The final route had 27 stations with Station Number 7 at Junction City and Station Number 8 along Chapman Creek near Industry.<sup>14</sup> With the establishment of the Leavenworth and Pikes Peak Express route, 1859 witnessed quite a few new arrivals to the Chapman Creek area, many of who took claims and settled in the county.<sup>15</sup>

In 1860 Abilene entered the list of contestants for county seat with Union City (now Enterprise), Smoky Hill (now Detroit), and Newport (now Chapman). The voters were not many, but the contest was lively. Union City was on the south side of the river, and the other competing places north of it. Newport had the advantage of whatever prestige was to be gained from being the county seat. The settlers on the south side of the river were much less in number than those on the north side, but they had the advantage of being united, as there was only one place south of the river that aspired the honor of becoming the county seat, and on this place they concentrated their voting strength. The chances of Union City winning were very encouraging as the people on the north side of the river were divided between Abilene, Smoky Hill and Newport. How it was accomplished is yet a mystery, but certain it is that the Abilene supporters succeeded in getting the settlers on Chapman Creek near Sutphen Mill to withdraw their support from

<sup>11</sup> Jochims, F-2.

<sup>12</sup> Nimz, 6.

<sup>13</sup> William G. Cutler, *History of the State of Kansas: Dickinson County*. (Chicago: A. T. Andreas, 1883).

<sup>14</sup> Wayne C. Lee and Howard C. Raynesford, *Trails of the Smoky Hill*, (The Caxton Printers, Ltd., Caldwell, Idaho: 1980).

<sup>15</sup> Cutler.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

Section Number 8 Page 6

Newport in favor of Abilene, and by this move they secured the victory.<sup>16</sup> The answer to this mystery became clear in 1886, when after years of effort by the Chapman Creek community, the Kansas State Legislature provided for the first county high school to be established in the United States to afford "better education facilities for pupils more advanced than those attending district schools, and for persons who desire to prepare themselves for the vocation of Teaching" according to the general history recorded in the First Annual Catalogue of the Dickinson County High School. The location of the school was chosen to be at Chapman for many reasons, according to the catalogue. Chapman was well known throughout the county and the community was "energetic and progressive," able to help in making the high school a great success.<sup>17</sup> While Chapman gained the county high school, Abilene received the county seat and a railroad station.

With the arrival of the railroad, settlements along Chapman Creek increased. In response to the increase in population, Chapman was platted in 1871 and Sutphen Mill a few years later. W. H. Sutphen came to the Chapman Creek community in 1872 and settled on a 120-acre estate on what is now Sutphen Mill. In 1878 he erected a gristmill, a frame building measuring 26 x 36 feet and three stories high. The mill was propelled by water from Chapman Creek and had a capacity of 25 barrels per day. In 1879 Sutphen was appointed postmaster and the office named Sutphen's Mill, which was changed to Sutphen in 1894. In addition to the mill, Sutphen Mill included a general merchandise store, blacksmith shop, livery stable, Sutphen Mill Christian Church, and numerous residences. By 1883 Chapman featured four general merchandise stores, a hardware store, a lumberyard, a hotel, a gristmill, an elevator and a livery stable.<sup>18</sup> (By the 1960s only the church and a few residences remained in Sutphen. Today, Chapman continues a trading center for the predominantly grain and livestock-raising rural community).

Typical of small towns throughout Kansas, Sutphen Mill and Chapman served as a trading and shipping point for the surrounding agricultural area. As a result, the fords and bridges that provided farmers in the area with access to local markets and supplies were critical to the survival of the regional economy. Three Pratt truss bridges were built to cross Chapman Creek near the Sutphen Mill community: the Wilson Bridge on 3200 Avenue, the Sutphen Mill Bridge on Rain Road at Sutphen Mill, and the Schwab Bridge on 3325 Avenue. By the late 1950s area farmers could no longer cross these bridges with their modern farm machinery. As was the practice at the time, it was left to Third District County Commissioner Elmer Jones to decide what bridges should be replaced. Commissioner Jones reviewed the needs of the area farmers and location of their fields to make his decision. The Sutphen Mill Bridge and the Schwab Bridge were replaced with modern bridges that support the larger and heavier farm equipment, and the Wilson Pratt Truss Bridge was to remain as an "antique" bridge.<sup>19</sup>

<sup>16</sup> Cutler.

<sup>17</sup> "History of Chapman, Kansas," Chapman Historical Society [article on-line]; available from <http://www.chapmanirish.net/info/history/index.htm>.

<sup>18</sup> Cutler.

<sup>19</sup> County Commissioner Elmer Jones, Oral interviews by Clark Duffy.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

Section Number 8 Page 7

According to the Kansas Department of Transportation records, the Canton Bridge Company of Canton, Ohio, a prolific out-of-state bridge builder in Kansas, built the Wilson Bridge in 1904. The Canton Bridge Company advertised in *Engineering Record* as early as 1876 and was incorporated in 1891.<sup>20</sup> In 1891 the company's executives included W. E. Sherlock, President; V. H. Hammond, Vice President; and C. E. Timkler, Chief Engineer.<sup>21</sup>

<sup>20</sup> Larry Jochims, *West Sappa Creek Lattice Bridge National Register Nomination*, 1990. Filed at the Kansas State Historical Society, Topeka, KS.

<sup>21</sup> Ibid. It is likely that V.H. Hammond is a relation to D. Hammond of Wrought Iron Bridge Company in Canton, Ohio.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section Number 9 Page 8

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

Section Number 9 Page 9

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section Number 10 & Photos Page 10

Wilson Pratt Truss Bridge  
Chapman vicinity, Dickinson County, KS

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**VERBAL BOUNDARY DESCRIPTION**

The Wilson Pratt Truss Bridge is located 2.9 miles W of Rain Road on 3200 Avenue in the vicinity of Chapman, Dickinson County, Kansas. The bridge is on the east-west line between the SE ¼ Section of 27, Township 12S, Range 3E and the NW ¼ of Section 35, Township 12S, Range 3E in Dickinson County, Kansas. Latitude, longitude:

+39.06050, -97.07289 (decimal degrees)

39°02'38" N, 97°04'22"W (degrees°minutes'seconds")

The Wilson Bridge encompasses an area measuring approximately 146.9 feet by 15.7 feet.

**BOUNDARY JUSTIFICATION**

Boundary includes the entire historic Pratt truss bridge over Chapman Creek on 3200 Avenue, commonly known as the Wilson Bridge. This includes but is not limited to the truss, deck, abutments, and associated approaches that represent the significant features associated with the bridge structure.

**PHOTOGRAPHIC INFORMATION**

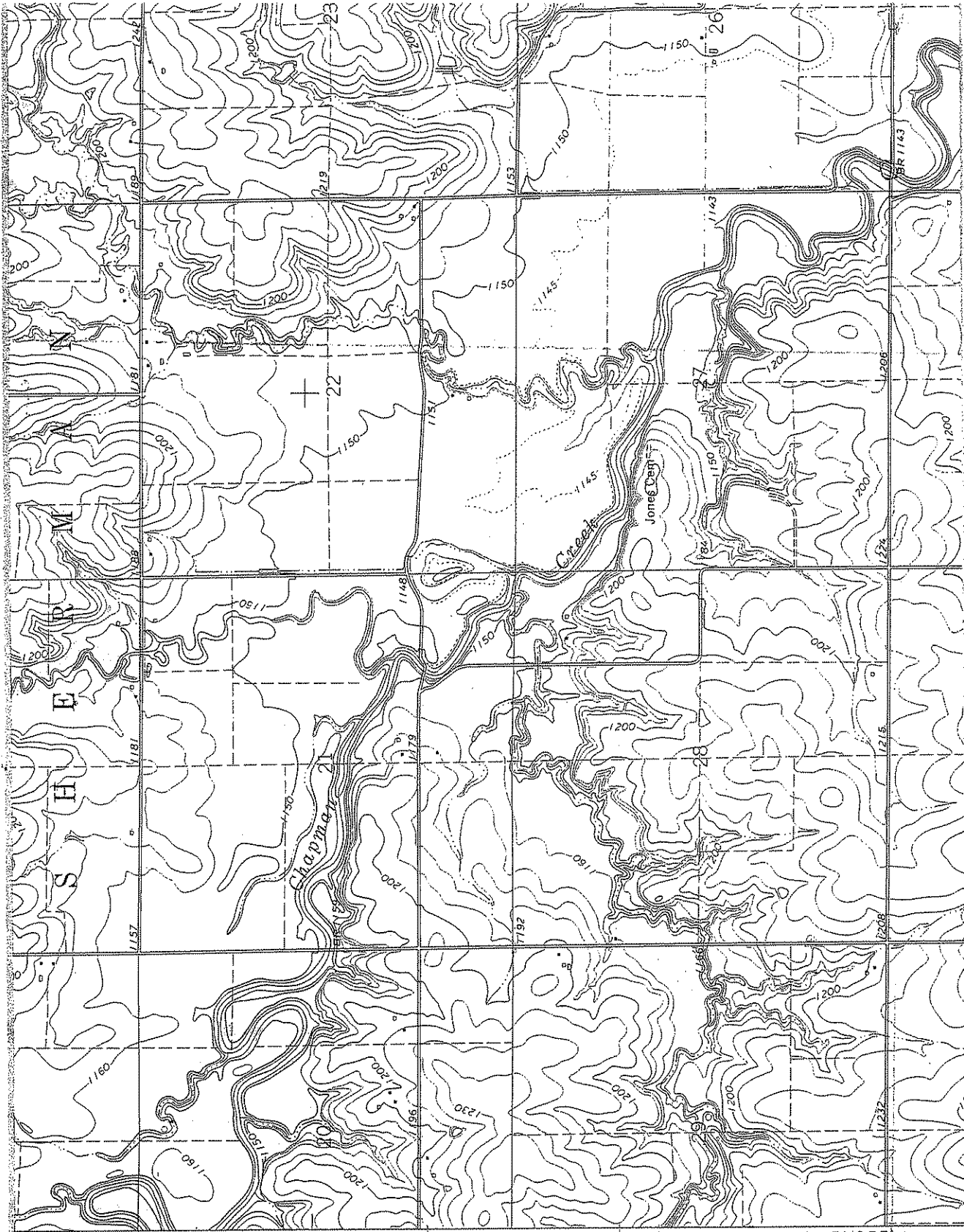
Property Name: Wilson Pratt Truss Bridge

Location: 2.9 miles W of Rain Road on 3200 Avenue

Photographer: Sarah Martin

Date: August 22, 2008

- Photo 1: Wilson Truss Bridge, showing wood deck platform and truss, facing W  
Photo 2: Wilson Truss Bridge, showing wood deck platform and truss, facing E  
Photo 3: Wilson Truss Bridge, view of Chapman Creek from bridge deck, facing S  
Photo 4: Wilson Truss Bridge, view of bridge deck and pier supports, facing W



Wilson Bridge  
Dickinson County, KS

14: 666780 E  
4325050 N